



USS KANSAS CITY (AOR-3)
FPO SAN FRANCISCO 96601

6.5
111:54:bls
5700
Ser:
25 May 1974

DECLASSIFIED

REGISTERED

~~CONFIDENTIAL~~ (Unclassified upon removal of enclosure(2))
REPORT SYMBOL 5750-1

From: Commanding Officer, USS KANSAS CITY (AOR-3)
To: Director of Naval History (OP-09B9), Washington Navy
Yard, Washington, D. C. 20390

Subj: 1973 Command History

Ref: (a) COMSERVPACINST 5750.3
(b) OPNAVINST 4750.12B

Encl: (1) Basic History
(a) List of Commanding Officer's Since Commissioning
(b) Narrative
(2) (C) Documentary Annex
(a) Chronological Order of Events
(3) My ltr ser 4423 of 1 Apr 1974

1. In accordance with references (a) and (b), enclosures (1) thru (3) are forwarded.

2. In addition, enclosure (3), the performance report for Mobile Supply Support for the deployment completed during 1973 is forwarded.

3. The delay in submission is regretted.


D. N. HENRIQUES

Copy to:
COMSERVPAC (less encl (3))

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 16 March 2006

COMMANDING OFFIERS AND DATES OF COMMAND

Captain Karl J. CHRISTOPH, Jr. 6 Jun 1970 - 28 Sept 1971

Captain Phillip R. CRAVEN 28 Sept 1971 - 27 Oct 1972

Captain Robert E. SCHWOFERMAN 27 Oct 1972 - 9 Jan 1973

Captain David N. HENRIQUES 9 Jan 1973 - Present

NARRATIVE

Captain David N. HENRIQUES relieved Captain Robert E. SCHWOEFFERMANN as Commanding Officer of USS KANSAS CITY (AOR-3) on 9 January 1973. The ship was in standown status at Long Beach, California. The ship had just completed an eight month deployment to the Western Pacific on 19 December 1972 where she had set a record for multi-product ships, having conducted over 400 underway replenishments.

Standown ended on 20 January 1973, and the ship began Restricted Shipyard Availability (RAV) for necessary repairs prior to further underway operations. Following six weeks of RAV, which involved major boiler repair work, KANSAS CITY planned to conduct as many underway operations as possible in preparation for refresher training the following month. On 5 March the ship got underway, and after a brief stop at Seal Beach ammo anchorage, spent the night exercising the engineering plant. KANSAS CITY tied up at the Navy Fuel Depot in San Pedro on the morning of 6 March, and after a cargo fuel load adjustment moved to Pier "E" at the shipyard on the 23rd. On 30 March, the ship was again underway, this time for refresher training. Representatives of FLETRA Group, San Diego, California embarked on board for one (1) week, testing the ship in various phases of engineering, deck, weapons, navigation and operations evolutions. After debarking the FLETRA Group Team on 6 April, KANSAS CITY left the Southern California operating area and returned to her homeport of Long Beach for the weekend. Between 9 and 13 April the ship conducted underway replenishment exercises with USS FORT FISHER (LSD-40), USS MCCORMICK (DDG-8), USS HANCOCK (CVA-19) and USS STEIN (DE-1065). Between 13 April and 15 May, KANSAS CITY adjusted her cargo fuel, ammunition and stores loads in preparation for her coming deployment to WESTPAC.

The ship departed Long Beach on the morning of 15 May for a non-stop voyage to Subic Bay. She crossed the International Date Line on 21 May, and shortly after CHOPPING to SEVENTH FLEET, was joined by four destroyers of DESRON NINE also head for Subic Bay, Republic of the Philippines.

KANSAS CITY arrived at Subic Bay on the morning of 31 May, and began another familiar series of load adjustments at the Naval Supply Depot, Fuel Pier, and NABASAN wharf at the Naval Magazine. The ship got underway for her first deployment lineswing on 9 June. Between that date and 1 July, KANSAS CITY conducted 28 UNREPS, and spent 16 days in the COMBAT ZONE off the coast of Vietnam.

After an eight-day load adjustment in Subic Bay, KANSAS CITY visited her first overseas rest and recreation port, spending four (4) days in Singapore between 13 and 18 July. After this brief respite, the ship was ready to indoctrinate her crew in the art of crossing the equator--with haughty ceremony. When King Neptune had finished his work, the crew was ready to go back to theirs.

On 21 July the ship was again in the vicinity of the Gulf of Tonkin. During the next ten days, KANSAS CITY conducted 17 UNREPS with ships operating off the littoral of Vietnam, and spent 7 more days in the combat zone.

The ship arrived in Subic on 2 August, and spent the next two weeks holding minor repair work and adjusting her cargo loads. After getting underway again on 15 August, KANSAS CITY held a practice gunnery shoot in the Subic OPAREA on the 16th before continuing on to another line-swing in the Gulf of Tonkin. Between 18 August and 7 September the ship conducted 43 more UNREPS.

KANSAS CITY departed the Vietnam area on 7 September and sailed for Sasebo, Japan, for her mid-cruise upkeep period. After stopping briefly at Buckner Bay, Okinawa, on the 9th for an ammo offload, the ship arrived at Sasebo Harbor on the 11th. Following 3 days of fuel offload, KANSAS CITY entered drydock for the first time since she was launched more than 3 years before. While in drydock, the ship had her sides and cargo fuel tanks cleaned, as well as minor work on her rudders and propeller.

The ship spent one full month in Sasebo, and this gave the crew plenty of time to get acquainted with the Japanese. KANSAS CITY's softball team played several games with local teams, and while the fumbling Americans almost invariably lost, a friendly and sincere demonstration of good sportsmanship was shared by everyone involved.

About a dozen members of the ship's crew also visited the Ten Shin-Ryo Boys Welfare Institution. The visit was spent most enjoyably, playing a softball game, eating cake and ice cream and getting acquainted with the children. It wasn't long until the sailors and children were thoroughly enjoying the visit with no regard for our cultural differences.

KANSAS CITY left drydock on 29 September, and spent the remainder of her time completing upkeep, repairs, and reloading. On 12 October the ship finally sailed for her next port visit--Hong Kong. Unfortunately, a series of typhoons in the South China Sea delayed the ship's arrival in Hong Kong. On the 18th, KANSAS CITY arrived in Hong Kong for a much-too-brief 2-day visit. Getting underway again on the 20th, the ship made a quick 3-day line swing in the Gulf of Tonkin, conducting (10) UNREPS before arriving in Subic for an expected load adjustment prior to heading back to CONUS.

While in port, the ship received the unexpected work that her departure for the States would be delayed. Shortly after all U. S. Forces had placed on full alert, KANSAS CITY was ordered to sail to the Indian Ocean in support of the carrier HANCOCK and escort ships. The ship left Subic with her full Indian Ocean load on 1 November. Two days later, she was ordered to proceed at top speed in order to catch the carrier force, and conduct a badly needed replenishment.

Passing through the Singapore Straits during the night of 4 November, the ship entered the Indian Ocean on the 6th, and arrived on station in the Arabian Sea four days later. With the Commanding Officer of

in command
KANSAS CITY, of all replenishment forces in the Arabian Sea, the UN-REP Group which included KANSAS CITY, USS VEGA (AF-59) and USS MT. HOOD (AE-29) with her helicopters, executed a well coordinated series of UNREPS and VERTREPS insuring the carrier and destroyer combatants were topped off constantly. With a 4000-mile long supply line, this was a major assignment.

In the next 16 days, KANSAS CITY conducted 28 UNREPS and 7 VERTREPS, both to the HANCOCK group and to the relieving Service Force ships along the supply line back to Subic Bay. On 20 November, the ship began her long transit back to Subic, CONSOLING valuable supplies to the incoming ships along the route.

After arriving back in Subic on 2 December, KANSAS CITY received both a congratulatory message from RADM JOHNSON, Commander Service Group THREE, and the welcome news that she was finally going home. KANSAS CITY did an outstanding job in the ARABIAN SEA, and the crew had every right to be proud of themselves. The ship got underway for home on 7 December. On the 12th she replenished four destroyers, the "LITTLE BEAVERS"--USS KIRK (DE-1084), USS SCHOFIELD (DEG-3), USS BRONSTEIN (DE-1037), and USS LOCK WOOD (DE-1064)--homeported in San Diego and on their way to WESTPAC. These were the last of KANSAS CITY's 155 UNREPS for 1973. During these 155 UNREPS, KANSAS CITY transferred the customer ships 433 short tons of provisions, 27,074,000 gallons of fuel, 689.8 short tons of gunnery ammunition and 1959.7 short tons of aviation ordnance. She changed operational control to Third Fleet on 13 December, crossed the International Date Line on the 15th, and arrived home--in Long Beach, California, on 23 December. The remainder of 1973 was spent in a standown period with maximum leave and liberty for the crew.

CHRONOLOGICAL ORDER OF EVENTS

1 JAN Moored pier no. 1, berth 14, Long Beach, California

9 JAN Captain David N. HENRIQUES relieved Captain Robert E. SCHWOFFERMAN as Commanding Officer

20 JAN Commence restricted availability

5 MAR Underway, Seal Beach ammo anchorage and Southern California OPAREA. Preparation for REFTRA

6 MAR Morning. Arrive San Pedro Fuel Depot

23 MAR Evening. Move to Pier E

30 MAR Underway for local operations: preparation for REFTRA

4 APR Embark REFTRA team

6 APR UNREP USS SOWER (DDG 34) Debark REFTRA team

9 APR Underway for LOCAL OPS

10 APR UNREP USS FORT FISHER (LSD 40)
UNREP USS HALSEY (DLG 23)

11 APR UNREP USS McCORMICK (DDG 8)
UNREP USS FORT FISHER (LSD 40)

12 APR UNREP USS McCormick (DDG 8)
UNREP USS HANCOCK (CVA 19)

13 APR UNREP USS STEIN (DE 1065)
Afternoon: Moored fuel pier, San Pedro

17 APR Moved to Pier E, Long Beach

23 APR Underway to ammo anchorage for WESTPAC contingency load

25 APR Moved to pier E for WESTPAC supply loadout

15 MAY Underway, WESTPAC

21 MAY Crossed International Date Line

24 MAY Began steaming in company with 4 destroyers
UNREP USS COOK (DE 1083)
UNREP USS FRANCIS HAMMOND (DE 1067)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

26 MAY UNREP USS JOHN PAUL JONES (DDG 32)
UNREP USS EDSON (DD946)

29 MAY UNREP USS EDSON (DD 946)
UNREP USS JOHN PAUL JONES (DDG 32)

31 MAY Arrived Subic Bay, Philippines, Moored NSD pier. Began
8-day loadout of supplies, ammunition (at NABASAN wharf)
and POL

9 JUN Underway, Gulf of Tonkin

10 JUN UNREP USS KILAUEA (AE 26)

11 JUN UNREP USS MARS (AFS 1)
UNREP USS COOK (DE 1083)
UNREP USS CONSTELLATION (CVA 64)
VERTREP USS CONSTELLATION (CVA 64)

12 JUN UNREP USS BENJAMIN STODDERT (DDG 22)
UNREP USS JOSEPH B. STRAUSS (DDG 16)
UNREP USS CORAL SEA (CVA 43)
UNREP USS OUELLET (DE 1077)

15 JUN CONSOL, USS CALIENTE (AO 53)

16 JUN UNREP USS CORAL SEA (CVA 43)
UNREP USS OUELLET (DE 1077)
CONSOL from USS CALIENTE (AO 53)
CONSOL from USS PYRO (AE 24)

17 JUN UNREP USS OGDEN (LPA 5)
VERTREP USS INCHON (LPH 12)

19 JUN UNREP USS CORAL SEA (CVA 43)
UNREP USS OULLET (DE 1077)
UNREP USS INCHON (LPH 12)
UNREP USS VANCOUVER (EBD 2)
UNREP USS DUBUQUES (LPD 8)

20 JUN CONSOL from USNS TALUGA

21 JUN UNREP USS DECATUR (DDG 31)
UNREP USS COOK (DE 1083)

22 JUN UNREP USS STERRETT (DLG 32)
UNREP USS MARS (AFS 1)
VERTREP USS MARS (AFS 1)

23 JUN UNREP USS CORAL SEA (CVA 43)
UNREP USS OUELLET (DE 1077)
UNREP USS CHARLES BERRY (DE 1035)

26 JUN UNREP USS HANCOCK (CVA 19)

~~CONFIDENTIAL~~

DECLASSIFIED

26 JUN UNREP USS REASONER (DE 1063)
VERTREP USS REASONER (DE 1063)

27 JUN CONSOL from USS HALEAKOLA (AE 25)

29 JUN UNREP USS HANCOCK (CVA 19)
UNREP USS REASONER (DE 1063)
VERTREP USS REASONER (DE 1063)

11 JUL UNREP USS CONSTELLATION (CVA 64)
UNREP USS COOK (DE 1063)
Arrive Subic: load adjust

28 JUL Underway for Singapore

13 JUL Arrive Singapore Man of War Anchorage

18 JUL Underway for Gulf of Tonkin via equator

19 JUL Crossed equator

21 JUL Arrive Gulf of Tonkin
UNREP USS STODDERT (DDG 22)
UNREP USS OUELLET (DE 1077)

22 JUL UNREP USS CORAL SEA (CVA 43)
UNREP USS STRAUSS (DDG 16)
UNREP USS WHIPPEL (DE 1062)

24 JUL CONSOL from USNS TALUGA

25 JUL UNREP USS VEGA (AF 59)

26 JUL UNREP USS CORAL SEA (CVA 43)
UNREP USS WHIPPEL (DE 1062)

27 JUL UNREP USS VEGA (AF 59)
CONSOL from USNS TALUGA

28 JUL UNREP USS HANCOCK (CVA 19)
UNREP USS AGERHOLM (DD 826)

29 JUL CONSOL from USS HALEAKOLA (AE 25)
UNREP USS EDSON (DD 946)

1 AUG UNREP USS HANCOCK (CVA 19)

2 AUG Arrive Subic for load adjust and minor repairs

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

15 AUG Underway for Subic Ops, gun shoot, and Gulf of Tonkin

18 AUG UNREP USS CONSTELLATION (CVA 64)
UNREP USS EDSON (DD 946)
CONSOL from USS PYRO (AE 24)
UNREP USS JOHN PAUL JONES (DDG 32)

19 AUG UNREP USS STRAUSS (DDG 16)
UNREP USS WHIPPLE (DR 1062)
UNREP USS HULL (DD 945)

20 AUG UNREP USS CONSTELLATION (CVA 64)
UNREP USS HAMMOND (DE 1067)
UNREP USS EDSON (DD 946)

22 AUG UNREP USS VEGA (AF 59)
UNREP USS HULL (DD 945)

23 AUG UNREP USS CONSTELLATION (CVA 64)
UNREP USS HAMMOND (DE 1067)

25 AUG CONSOL from USNS TALUGA

26 AUG UNREP USS CONSTELLATION (CVA 64)
UNREP USS HAMMOND (DE 1067)

27 AUG CONSOL from USNS TALUGA

28 AUG UNREP USS CONSTELLATION (CVA 64)
UNREP USS HAMMOND (DE 1067)
UNREP USS MARS (AFS 1)
UNREP USS PARSONS (DDG 33)

29 AUG UNREP USS LONG BEACH (DLGN 9)
UNREP USS AGERHOLM (DD 826)
UNREP USS STRAUSS (DDG 16)
UNREP USS WHIPPLE (DE 1062)
UNREP USS PARSONS (DDG 32)
UNREP USS GRAY (DE 1054)
UNREP USS WORDEN (DLG 18)
UNREP USS HANCOCK (CVA 19)
UNREP USS

30 AUG UNREP USS GURKE (DD 783)

1 SEP UNREP USS HANCOCK (CVA 19)
UNREP USS GURKE (DD 783)

3 SEP UNREP USS PARSONS (DDG 33)
UNREP USS GRAY (DE 1054)
UNREP USS WORDEN (DLG 18)
UNREP USS WHIPPLE (DR 1062)

4 SEP UNREP USS HANCOCK

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

4 SEP UNREP USS HANCOCK (CVA 19)
UNREP USS GURKE (DD 783)

5 SEP UNREP USS BERRY (DR 1035)
UNREP USS JOHN PAUL JONES (DDG 32)
UNREP USS FRANCIS HAMMOND (DE 1067)

7 SEP CONSOL from USS KAWISHIWI (AO 146)
Enroute Sasebo Japan

9 SEP Anchor briefly Buckner Bay Okinawa for ammo load adjust

11 SEP Arrive Sasebo harbor Sasebo, Japan. Begin load adjust

14 SEP Entered drydock for cargo tank and side cleaning,
maintenance on screws and rudders.

29 SEP Undocked. Moored Pier 1 Indian Basin

12 OCT Underway for Hong Kong

18 OCT Arrived HONG KONG for 2-day visit

20 OCT Underway for Gulf of Tonkin

21 OCT UNREP USS HANCOCK (CVA 19)
UNREP USS GRAY (DE 1054)
UNREP USS ENGLAND (DLG 22)
UNREP USS MARVIN SHIELDS (DE 1066)

22 OCT UNREP USS STRAUSS (DDG 16)
UNREP USS PREBLE (DLG 15)
UNREP USS BUCHANAN (DDG 14)
UNREP USS ROARK (DE 1053)
~~CONFIDENTIAL~~

24 OCT UNREP USS ROWAN (DD 782)
UNREP USS STODDART (DDG 22)
Arrive Subic Load Adjust

1 NOV Underway for Indian Ocean

4 NOV Night. Passed through Singapore Straits

6 NOV Entered Indian Ocean

9 NOV UNREP USS KAWISHIWI (AO 146)

11 NOV UNREP USS BAGLEY (DE 1069)
VERTREP AND UNREP USS MT HOOD (AE 29)
UNREP USS HANCOCK (CVA 19)

12 NOV VERTREP AND UNREP USS PREBLE (DLG 15)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

12 NOV CONSOLE from USNS TALUGA

13 NOV UNREP USS McCORMICK (DDG 8)

14 NOV UNREP USS BAGLEY (DE 1069)
CONSOL from USNS TALUGA

15 NOV VERTREP USS VEGA (AF 59)
UNREP USS GRAY (DE 1054)

16 NOV UNREP USS HANCOCK (CVA 19)
VERTREP USS VEGA (AF 59)
UNREP USS McCANDLES (DE 1084)
UNREP USS ADAMS (DDG 2)

17 NOV UNREP USS McCORMICK (DDG 8)
CONSOL from MT HOOD (AE 29)
VERTREP USS VEGA (AF 59)

18 NOV UNREP USS HANCOCK (CVA 19)
VERTREP USS HANCOCK (CVA 19)
VERTREP USS PREBLE (DLG 15)
VERTREP USS GRAY (DE 1054)
CONSOLE from USS MISPELLION (AO 105)
UNREP USS GRAY (DE 1054)
UNREP USS PREBLE (DLG 15)
UNREP USS VEGA (AF 59)
UNREP USS HANCOCK (CVA 19)

20 NOV UNREP USS GRAY (DE 1054)
UNREP USS KISKA (AE 35)
UNREP USS BADGER (DE 1071)
UNREP USS BREWTON (DE 1086)
Began transit to Subic

23 NOV UNREP USS ASHTABULA (AO51)

25 NOV VERTREP AND UNREP USS WHITE PLAINS (AFS 4)

28 NOV UNREP USNS TALUGA

2 DEC Arrive Subic. Load adjust

7 DEC Underway for Long Beach, California

12 DEC UNREP USS KIRK (DE 1084)
UNREP USS SCHOFIELD (DEG 3)
UNREP USS BRONSTEIN (DE 1037)
UNREP USS LOCKWOOD (DE 1084)

13 DEC INCHOP THIRD FLT

15 DEC Crossed International Date Line

23 DEC Afternoon. Arrival Long Beach. Commence Standown.

DECLASSIFIED

~~CONFIDENTIAL~~



USS KANSAS CITY (AOR-3)
FPO SAN FRANCISCO 96601

07:WRH:ha
4423

1 APR 1974

*Return to office
Suppl by 1974*

From: Commanding Officer, USS KANSAS CITY (AOR-3)
To: Commander, Service Group Three, US PACIFIC FLEET
Subj: Mobile Supply Support Performance Report (COMSERVGRU THREE 4423-4)
Ref: (a) COMSERVPACINST 4400.10A

1. This report is submitted in accordance with reference (a) and covers the period 15 May thru 13 December 1973. A total of 144 customer ships were serviced during this deployment including 36 other ships during Indian Ocean Operations. This was the first essentially peace time cruise for KANSAS CITY and resulted in a much greater emphasis on the Supply Operation as opposed to the tremendous ammunition evolutions encountered during prior cruises.

2. Load Out. KANSAS CITY's load out at NSC Long Beach was performed entirely by ship's company resulting in a cost avoidance to NSC Long Beach in excess of \$10,000. Compared to previous load outs utilizing contract stevedores the operation proceeded smoothly and in record time. The assistance rendered by NSC personnel in scheduling deliveries and expediting was superb. Considering the relatively small load carried by an AOR, it is recommended that all AOR's perform their own load out in CONUS.

3. During the unexpected one month cruise extension KANSAS CITY participated in the Indian Ocean Operations. Several significant differences in the support environment were noted while operating thousands of miles from the closest support activity when compared to operations off the coast of Vietnam.

a. Provisions. KANSAS CITY was the first provision carrier to arrive in the Indian Ocean. Business was brisk throughout our brief stay with approximately one half of our load being sold. The carrier's requirements had been received prior to departure from Subic and were loaded in addition to the normal AOR load. Most of the DD types had been without provisions support for some time and all had significant orders which were within the ability of an AOR to fill. After the first big rush of customers, we were NIS in many items. It is also noted that all ships submitted orders to VEGA and had apparently taken into account the limited depth available on an AOR. Had it proved necessary or desirable, KANSAS CITY could have topped-off from VEGA prior to her departure and could have easily filled the provisions gap between departure of VEGA and the arrival of an AFS approximately 10-12 days later. Due to VEGA's casualty approximately 53 tons of provisions/Pacflat/Ships store stock were Vertrepped to KANSAS CITY, FFT to the ultimate customer. This is

Enclosure (3)

considered a procedure which should be used sparingly. Several mistakes were made due to the large quantity of stores received for 2-3 ships at the same time. A full range of material for each ship including ship's store stock, Pacflap, freeze, and chill virtually swamped our cargo handling capability. In that the material was only aboard a few hours or overnight, considerable double handling was required. One problem area which developed was the excess quantity of sensitive chill items available. Due to the lengthy transit, many items were approaching the end of their shelf life. While KANSAS CITY was able to sell most of ours, it is suspected that VEGA was forced to survey a good deal because we had about saturated the market. Even much of what was transferred could not have been utilized because of shelf life problems. In addition to the normal requirements of combatant units, the requirements for support of Service Force ships was significantly greater than operations closer to Subic.

b. Spare Parts. A tremendous volume of message traffic was received from all units requesting material assistance. KANSAS CITY was both on the providing and receiving end of this. All units freely provided such assistance as possible, much to the mutual advantage of everyone. The lack of an AFS was particularly noted in the area of parts support. Infrequent receipt of mail and the necessarily long lead time for receipt of material, even High Priority Casrep Parts was a significant frustration. In view of the numerous requests from DD types (who had been operating away from normal sources of supply the longest) for many common fuzes, resistors, etc., it was apparent that their stock levels were quite low. In view of this it is recommended that consideration be given to establishing a "mini" AFS load for AOR's and other Service Force ships if considered desirable. Particular emphasis should be placed on high use, low cube, low cost item which could possibly be transferred from one Service Force ship to another while on station. It is also recommended that units expected to remain on station in remote operating areas be allowed and encouraged to submit routine replenishment requisitions for repair parts and related consumable material to the supporting NSD by message to allow for issue and loading on the next Service Force ship making the transit to that area. More than adequate space is available, or could be made available to accommodate a "mini" AFS load on an AOR, particularly if the material were loaded for an entire cruise. On KANSAS CITY, sufficient installed bins and drawers could be made available to store several hundred low cube electronic parts. Additional space could be provided for bulky material if required.

c. The Underway Replenishment Group (URG) concept utilized during the Indian Ocean Operations proved the necessity of submitting requirements well in advance. For the average DD type, a minimum 48 hours notice is almost essential and the required 5 days desirable for planning purposes. Late requirements were particularly troublesome when servicing 3-4 units in rapid succession. The lack of adequate staging within the freeze and chill box and the limited number of personnel left little leeway to satisfy late requirements especially those passed once the Vertrep or Conrep evolution was underway. The desirability of breaking out freeze and chill at the last minute requires the bulk of available personnel to breakout and move the material on station. Most of the late requirements

involved non-essential or at least predictable requirements for various forms, paint, various repair parts and an additional couple of line items of provisions. In most cases it was possible to satisfy the late requirements without holding up the rigs, however, the required paperwork was generally left until later and either mailed to the receiving unit or passed to them during the next Unrep. Far superior service could be provided to customer ships if their requirements are received well in advance of a scheduled evolution.

d. Retrograde was received in considerable quantities. While it did not reach an unmanageable volume, it is a potential problem area for such far flung support operations. Had we been operating in a combat environment such as Vietnam, it could have proved a considerable problem.

4. General comments on the Special Accounting Class 224 Operations is as follows:

a. Material Handling Equipment. No significant problems were encountered during the cruise. The recently revised allowance list of MHE is considered sufficient to meet any of the operational evolutions encountered by KANSAS CITY during the last two years. For peacetime operations, with little ammunition being transferred, the allowance in fact is excessive to need.

b. Canned Soda. Canned Soda was consistently a steady seller. While the demand did not meet our expectations, it is considered a worthwhile load item. Much of the soda received from NSD was unfortunately domestic pack and was unsatisfactory from the standpoint of handling and storing. A significant quantity was surveyed.

c. Ship's Store Stock. The range of ship's store stock carried by an AOR is not sufficient to provide decent support during operations such as those in the Indian Ocean. The load on an AOR could be increased considerably given the current available storage space. Such items as cigars, tooth brushes, rate and rank devices ad infinitum could be added to the load.

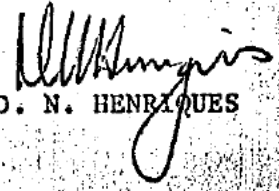
d. PACFLAP. Limited quantities of paint, brushes, etc., should be considered as additions to the Pacflap load when distant support operations are expected. Storage space for consumable supplies, particularly on smaller ships is inadequate to accommodate long range operations. The full potential of the AOR as a true supplement to AFS support has not yet been realized. A great deal of storage space on KANSAS CITY particularly in own ship's storerooms is under utilized.

5. The following actions were taken to improve relations and customer service.

a. Limited parts support and many commonly used consumable items were provided to ships alongside. Many of these items were obtained from the

using department if not carried in supply stocks.

b. Maximum use was made of AE helo detachments, particularly during the Indian Ocean Operations where URG concept was utilized to transfer passengers, urgently required spare parts and to Vertrep stores.


D. N. HENRIQUES

Copy to:

COMSERVPAC

COMSERVGRU ONE

USS WICHITA (AOR-1)

USS WABASH (AOR-5)

USS SAVANNAH (AOR-4)

USS SAN JOSE (AFS-7)

USS MARS (AFS-1)

USS WHITE PLAINS (AFS-4)

USS VEGA (AF-59)

USS MILWAUKEE (AOR-2)

NSD SUBIC BAY, R.P.

NSC SAN DIEGO, LONG BEACH ANNEX



USS KANSAS CITY (AOR-3)
FPO SAN FRANCISCO 96601

III:WJG:bls
5750
3 Mar 197

REPORT SYMBOL 5750-1

From: Commanding Officer, USS KANSAS CITY (AOR-3)
To: Director of Naval History (OP-09B9), Washington Navy
Yard, Washington, D. C. 20390

Subj: Command History 1974

Ref: (a) COMSERVPACINST 5750.3
(b) OPNAVINST 5750.12B

Encl: (1) Chronological Order of Events
(2) Narrative History
(3) Documentary Annexes
(4) Officer Roster

1. In accordance with references (a) and (b), enclosures (1) thru (4) are forwarded.

R. R. Hansen
R. R. HANSEN

Copy to:
COMSERVPAC

Chronological history of events during 1974

January 1974

- 1 Moored pier 2 U. S. Naval Station, Long Beach, California in a post deployment/holiday leave and upkeep period.
- 10 NSMSES visit
- 14 Moved to Seal Beach ammo anchorage for retrograde offload.
- 15 Returned to pier 2, U. S. NavSta
- 21 Moved to pier 9, U. S. NavSta
- 24 Completed post deployment standown; commenced readiness improvement period.

February 1974

- 6 Conducted fast cruise.
- 11 Commenced INSURV with underway material inspection (UMI) in local operation areas.
- 12 UNREP USS TOLOVANA (AO-64) in compliance with INSURV requirements.
Returned to pier 9 upon completion of UMI.
- 15 Completed INSURV. Embarked local sea cadets for weekend training.
- 17 Debarked sea cadets.
- 21 Moved to pier 16.
- 2 Completed READIMP: commenced upkeep.

March 1974

- 6 Inport dependent's day.
- 15 Moved to Seal Beach ammo anchorage for ordnance offload.
- 19 Moved to pier 16.
- 20 Embarked VIP's from KANSAS CITY, KANSAS, and KANSAS CITY, Missouri to ride ship while enroute new homeport of Alameda, California.
- 21 Underway for new homeport to San Francisco Bay area.
Conducted two burials at sea.
- 22 Moored pier 2, Naval Air Station, Alameda, California.
- 27 Annual PMS inspection.

April 1974

- 1 Commenced pre-RAV period.
- 8 Commenced RAV. Moored AAA Machine shop, San Francisco.

May 1974

- 7-8 Annual Supply inspection (ASI).

June 1974

- 4 Conducted FAST cruise.

Enclosure (1)

June 1974 cont'd

- 13 Conducted FAST cruise
- 15 Dock trials
- 19 Dock trials
- 24 Sea trials. Completed RAV.
- 25 Moved to ammo anchorage to load ordnance, then moved to pier 2 NAS, Alameda.
- 30 Embarked thirty-two -week reservists for annual active duty for training.

July 1974

- 1 Underway for San Diego to conduct interim refresher training (IRFT).
- 3 Commenced alongside ship qualification trials (ASQT) of UNREP rigs. UNREP USS HALEAKALA (AE-25)
- 4 UNREP USS HALEAKALA (AE-25)
- 8 Moored pier India NAS North Island. Commenced IRFT
- 9 Training readiness evaluation (TRE).
- 11 Underway for local operations providing services to FTG San Diego.
- 12 UNREP USS CORAL SEA (CVA-43), UNREP USS HOLLISTER (DD-788), UNREP USS COCOPA (ATF-101)
Moor pier India, NAS North Island
- 15 Underway for local operations IAW FTG OP-ORDERS
- 16 Moored buoys 20 and 21, San Diego Bay.
- 17 Underway for local operations
UNREP MT HOOD (AE-29) (port)
UNREP MT HOOD (AE-29) (stbd)
- 19 Moored to buoys 20/21.
- 22 Underway for local operations.
- 23 UNREP USS NAVASOTA (AO-106) (port).
UNREP USS NAVASOTA (AO-106) (stbd).
- 24 Moored buoys 20/21.
- 25 Final battle problem. Completed IRFT. Enroute Alameda.
- 27 Moored pier Bravo NSC Oakland.

August 1974

- 1 Moored pier 2 NAS Alameda
- 2 Visited by Secretary of the Navy, the Honorable William Middendorf II.
- 3 Captain R. R. HANSEN relieved Captain D. N. HENRIQUES as Commanding Officer, USS KANSAS CITY.
- 6 Commenced preparation for overseas movement (POM) period.
- 12-13 Pre-deployment inspection (PDI)
- 19 PMS reinspection
- 24 Shifted berths to ammo anchorage to load ordnance.
- 27 Moved to pier 2 NAS Alameda.

September 1974

- 7 Underway for WESTPAC via Southern California op-areas.
- 8 UNREP USS CORAL SEA (CVA-43)
UNREP USS O'CALLAHAN (DE-1051)
- 15 UNREP USS MCMORRIS (DE-1036)
UNREP USNS GENERAL ARNOLD
- 16 Crossed international date line.
- 19 INCHOP Seventh Fleet.
- 21 Safety Field day
- 22 Towing exercise with USS COCPA (ATF-101)
- 23 Anchored Yokosuka for load adjust. Moved to Piedmont pier.
- 25 Moved to North dock fuel pier.
- 26 Underway for Northern Japan OPAREA
UNREP USS MIDWAY (CVA-41)
- 27 UNREP USS ROWAN (DD-782)
UNREP USS SHASTA (AE-33)
- 28 UNREP USS ROWAN (DD-782)
UNREP USS GURKE (DD-783)
- 30 Provided services USN/JMSDF ASWEX.
UNREP USS MIDWAY (CVA-41)
UNREP USS WORDEN (DLG-18)
UNREP USS ROWAN (DD-782)
UNREP USS GURKE (DD-783)

October 1974

- 2 UNREP USS MIDWAY (CVA-41)
UNREP USS GURKE (DD-783)
UNREP USS WORDEN (DLG-18)
- 4 Moored YOKOSE fuel pier, Sasebo, Japan
- 5 Moved to Akasaki fuel pier, Sasebo, Japan
- 7 Moved to ammo anchorage, Sasebo harbor
- 8 Underway for Southern Japan OPAREA
- 9 UNREP USS MIDWAY (CVA-41)
UNREP USS ROWAN (DD-782)
UNREP USS WORDEN (DLG-18)
UNREP USS GURKE (DD-783)
- 15 UNREP USS PYRO (AE-24)
Moored Nabasan Wharf, U. S. Naval Magazine, Subic Bay, R.P.
- 18 Moved to Alava Wharf, U. S. Naval Station, Subic Bay, R.P.
- 28 Moved to NSD Subic Bay, R.P.
- 29 Moved to Alava Wharf, U. S. Naval Station, Subic Bay, R. P.

November 1974

- 4 Moved to POL pier
- 5 Underway for Singapore
- 8 Anchor Singapore

November 1974 cont'd)

- 9 Underway for Subic Bay OPAREA
- 10 VERTREP USS SAN JOSE (AF-7)
- 12 UNREP USS MIDWAY (CVA-41)
UNREP USS ROBINSON (DDG-12)
UNREP USS ENGLAND (DLG-22)
UNREP USS ANDERSON (DD-786)
UNREP USS HEPBURN (DD-1155)
UNREP USS GURKE (DD-783)
- 13-15 Provided services MULTIPLEX 2-75
- 15 UNREP USS ENTERPRISE (CVAN-65)
UNREP USS JOUETT (DLG-29)
UNREP USS PEORIA (LST-1183)
- 16 UNREP USNS PASSUMPSIC (TAO-107)
UNREP USS PYRO (AE-24)
- 17 UNREP USS SHASTA (AE-33)
- 19 UNREP USS DURHAM (LKA-114)
Moored POL pier, Subic Bay
- 20 Moved to NSD, Subic Bay
- 23 Underway for Hong Kong, BCC
UNREP USS ENGLAND (DLG-22)
UNREP USS OKLAHOMA CITY (CLG-5)
- 25 Anchored Hong Kong, BCC
- 29 Underway for Subic Bay
- 30 UNREP USS ENGLAND (DLG-22)

December 1974

- 1 UNREP USS ROBINSON (DDG-12)
UNREP USS LONG BEACH (CLG(N)-9)
- 3 UNREP USS WORDEN (DLG-18)
UNREP USS ENTERPRISE (CVAN-65)
UNREP USS ROWAN (DD-782)
- 4 UNREP USS ROBINSON (DDG-12)
UNREP USS DECATUR (DDG-31)
UNREP USS MCCORMICK (DDG-8)
UNREP USNS PASSUMPSIC (TAO-107)
Moored POL pier Subic Bay
- 5 Shifted berths to Nabasan Wharf, U. S. Naval Magazine,
Subic Bay, R.P.
- 6 Shifted berths to NSD, Subic Bay. Underway enroute, Sasebo,
Japan
UNREP USS MCCORMICK (DDG-8)
UNREP USS DECATUR (DDG-31)
- 7 UNREP USS ROBINSON (DDG-12)
UNREP USS ENGLAND (DLG-22)
- 9 UNREP USS MIDWAY (CVA-41)
UNREP USS GURKE (DD-783)

Enclosure (1)

December 1974 cont'd

10 UNREP USS GURKE (DD-783)
12 UNREP USS ROWAN (DD-782)
UNREP USS MIDWAY (CVA-41)
13 UNREP USS WORDEN (DLG-18)
UNREP USS BAUSELL (DD-845)
14 VERTREP USS MARS (AFG-1)
UNREP USS DURHAM (LKA-114)
16 UNREP USS MIDWAY (CVA-41)
UNREP USS ROWAN (DD-782)
17 UNREP USS WORDEN (DLG-18)
UNREP USS BAUSELL (DD-845)
UNREP USS STODDERT (DDG-2)
UNREP USNS PASSUMPSIC (TAO-107)
19 UNREP USS BAUSELL (DD-845)
UNREP USS HALEAKALA (AE-25)
UNREP USS PYRO (AE-24)
20 UNREP USS DURHAM (LKA-114)
22 Moored Yokose fuel pier, Sasebo, Japan
Shifted berths to India Basin.

Enclosure (1)

Narrative History of events during 1974

As 1974 began, USS KANSAS CITY was moored to pier 2, in Long Beach, California, continuing the post-deployment, holiday/leave and upkeep period which began upon return from deployment 23 December 1973. The standdown period was interrupted by one move to Seal Beach to offload retrograde ordnance, then ended altogether on 24 January, at which time a readiness improvement (READIMP) period was scheduled to begin.

READIMP was designed to provide time to correct the material and training deficiencies which had occurred because of the high tempo of operations during the Vietnam conflict. However, most of KANSAS CITY's efforts during the scheduled READIMP were devoted to preparations for an inspection and survey (INSURV) visit by RADM BUCKELY and his inspection party.

INSURV commenced on 11 February with an underway material inspection (UMI). During this phase, the ship demonstrated the workings of the engineering plant, electronics equipment, damage control gear and UNREP stations utilizing the services of USS TOLOVANA (AO-64). The UMI was completed on 12 February, at which time KANSAS CITY returned to port. INSURV continued inport, delving into all aspects of the material condition of the ship. Results were not too surprising, in that they pointed out the effects of the high tempo of operations and limited maintenance time KANSAS CITY had received during her few short years in commission.

Upon completion of INSURV, the ship commenced preparations for shifting homeports to San Francisco, California. Preparation included moves to Seal Beach to adjust the ordnance load, arranging for shipment of household effects and loading personal vehicles aboard for the trip north. In the midst of these preparations, a day was set aside for an inport dependent's day. Families were treated to an inside look at where their sponsors worked, and watched movies of underway replenishment.

On 21 March, with all preparations completed, KANSAS CITY was underway to shift homeports for the second time in her brief history. Embarked were guests of the Secretary of the Navy consisting of four VIP's from Kansas City, Missouri: Ray Bradsher, Chamber of Commerce; Rollie Baldwin, Clay County Probate Court Judge; Raymond Fance; and Aubrey Loyd.

Also aboard for part of the trip were the honored remains of two departed shipmates; retired Chief Petty Officers, DTC SAND and CMM CARTER, who desired the sea for their final resting place. Heaving to, a brief ceremony committed their remains to the deep. The ship then resumed her voyage to Alameda.

KANSAS CITY arrived in Alameda on 22 March for a short upkeep and restricted availability (RAV) period. On 8 April, the shift was moved to AAA Machine Shop on the San Francisco side of the bay, and a ten week restricted availability begun. A great

deal was accomplished during the RAV, by both industrial workmen and ship's force. One of the major job was the conversion of the ship's fuel system from NSFO to Navy Distillate.

Upon completion of RAV and dock trials on 24 June, the ship shifted into high gear making preparations for interim refresher training (IRFT) in the Southern California operating areas. Battle bills were reviewed, watch, quarter and station assignments updated, and lectures and demonstrations held on such topics as first aid and damage control.

On 1 July thirty Reservists embarked for two weeks active duty for training (ACDUTRA), and Kansas City headed for Southern California and IRFT, to be conducted by Fleet Training Group, San Diego. Enroute, the ship conducted alongside ship qualification trials (ASQT) of UNREP rigs with the assistance of USS HALEAKALA (AE-25).

A training readiness evaluation (TRE) upon arrival in San Diego determined that KANSAS CITY was indeed ready to commence IRFT. For the next two weeks the ship demonstrated her prowess in seamanship, damage control, navigation, underway replenishment, etc. At the completion of the final battle problem, the crew had learned and demonstrated the basics for developing a well trained combat unit.

The ship arrived back in Alameda on 27 July, and immediately began preparations for the change of command ceremony and inspections incident to the upcoming deployment. Also, Secretary of the Navy William MIDDENDORF II included KANSAS CITY on his tour of West Coast ships and stations on 2 August 1974.

On 3 August, Captain R. R. HANSEN relieved Captain D. N. HENRIQUES as Commanding Officer of the USS KANSAS CITY, becoming the ship's fifth Commanding Officer since commissioning.

The ship's preparation for overseas movement (POM) period began on 6 August, and included a pre-deployment inspection (PDI), a PMS reinspection, and loadout of those stores and ammo to be taken overseas.

On 7 September, KANSAS CITY men waved goodbye to their dependents, friends and sweethearts and commenced a near seven months deployment to the Western Pacific. Before actually heading for WESTPAC, the ship made commitments with USS CORAL SEA and USS O'CALLAHAN off Southern California, then had a mid-ocean rendezvous with USS MCMORRIS (DE-1036) and the U.S. Naval Service Ship General Arnold.

The sixteenth of September was lost, as that was the day skipped by crossing the international date line. On 19 September, KANSAS CITY officially joined the U. S. Seventh Fleet. The first port of call for the 74-75 deployment was Yokosuka, Japan from 23-26 September.

After adjusting the ammo load in Yokosuka, KANSAS CITY got underway on 26 September for operations in the Northern Japan area. The first UNREP after INCHOP was with the USS MIDWAY (CVA-41). KANSAS CITY was starting to earn its keep, and to establish its

reputation as the best replenishment ship in WESTPAC.

Between 26 September and 4 October, KANSAS CITY steamed south and west around Japan from Yokosuka on the island of Honshu to Sasebo on the southern most island of Kyushu conducting twelve UNREPS along the way including services to units participating in the joint U.S./Japanese Anti-Submarine Warfare exercise (ASWEX). A proposed port visit to the resort area of Kagoshima, Japan was cancelled, and Sasebo became the next port of call.

The ship remained in Sasebo four days; just long enough to adjust its petroleum and ordnance loads. RADM JOHNSON, Commander Service Group Three also took his first look at KANSAS CITY.

Leaving Japan 8 October, KANSAS CITY steamed south toward Subic Bay, Republic of the Philippines, conducting five UNREPS including the MIDWAY and her escorts. It arrived in Subic Bay on 15 October, mooring at Nabasan Wharf at the U. S. Naval Magazine for ordnance load adjust.

The two week upkeep period was interrupted first by a typhoon, then again by the possibility of a trip to the India Ocean to replace the USS CAMDEN, which had suffered an engineering casualty. CAMDEN resolved its problem while KANSAS CITY was enroute to Singapore and KANSAS CITY received the bonus of a day's liberty in Singapore before returning to the Subic Bay operating area.

Once again services were provided to MIDWAY and escorts, then ENTERPRISE and escort. Thirteen UNREPS were conducted between 12 and 19 November, including services to MULTIPLEX 2-75 participants.

KANSAS CITY had another role in MULTIPLEX 2-75 besides UNREPS: simulating MIDWAY by use of non-standard lighting and some tracks of flight deck operations. The success of these efforts in unknown, however, it did break up the routine of UNREP operations.

On 19 November, KANSAS CITY returned to Subic Bay, for a short three day turn around-then off to Hong Kong for a rest and recreation visit.

Four days in Hong Kong allowed the old hands to get re-acquainted and the new men to discover the attraction the most intriguing city in the Far East. Once again a typhoon threatened to cut short the ship's stay, but abated long enough to allow KANSAS CITY men to play host to twenty underprivileged children for Thanksgiving dinner.

Ten UNREPS later, the KANSAS CITY was once again steaming into Subic Bay for a load adjust. On 6 December, KANSAS CITY bid its final farewell to Subic Bay for 1974, and headed out to provide services to all takers enroute to Sasebo, Japan for a mid-deployment upkeep period. After twenty three UNREPS and sixteen days, the ship once again pulled into Sasebo. This time when RADM JOHNSON surveyed KANSAS CITY, he saw seasoned hands with half a successful deployment behind them.

The remainder of 1974 was utilized to improve the material readiness of the ship in order to meet the rigors of the second half of WESTPAC 1974-75. Between the work periods, however, time was set aside for celebration of the seasons, not only among KANSAS CITY men, but also with some eighty youngsters from the TEN-SHIN RYO Boys Welfare Institution, who came aboard for Christmas dinner and a visit somewhat familiar looking, red-haired Santa Claus. New Year's Eve found the crew of the KANSAS CITY newly crowned champs of Sasebo Basketball tournament enjoying Japanese hospitality and getting ready for an even more successful year to come.

USS KANSAS CITY 1974

Nautical miles travelled:
Complement: 1 January
 31 December

24,635 N.M.
23 Officers, 348 men
19 Officers, 327 men

Messages sent 4908

Messages received 16,560

WESTPAC deployment

7 Sep - 31 Dec

Days at sea	58
Days in port	46
Total ships alongside	69
VERTREPS	2

UNREP totals by ship type:

CV	11	AE	6
DD	42	AO	3
CL	2	LST	1
AF	2 (VERTREP)	LKA	3

Products transferred:

Petroleum products	390,114 barrels
Aviation ordnance	5,016 tons
Gun ordnance	405 tons
Provisions	80.4 tons
Fleet freight	10.5 tons
Mail	2,678 pounds
Passangers	59

OFFICER ROSTER 1974

	Date reported	Date Departed
<u>Commanding Officer</u>		
Captain David N. HENRIQUES	9 Jan 73	3 Aug 74
Captain Ronald R. HANSEN	3 Aug 74	present
<u>Executive Officer</u>		
LCDR Frank T. LAZARCHICK	26 Aug 73	present
<u>Engineering Officers:</u>		
(b) (6)	16 Jul 71	18 Dec 74
	4 Dec 74	present
	20 May 72	5 Nov 74
	3 Nov 73	6 Dec 74
	4 Dec 74	present
	24 Sep 74	present
	9 Sep 72	present
<u>Navigation</u>		
(b) (6)	22 Jan 71	7 Jan 74
	11 Sep 73	present
<u>Deck</u>		
(b) (6)	10 Aug 73	24 Nov 74
	24 Nov 74	present
	9 Sep 71	24 Jul 74
	30 Jan 72	15 Aug 74
	15 Oct 72	present
	2 Jul 73	present
	30 Jun 74	present
	14 May 71	3 Apr 74
	15 Jun 74	12 Oct 74
<u>Operations</u>		
(b) (6)	15 May 73	28 Aug 74
	27 Jul 74	24 Nov 74
	25 Nov 74	present (TAD)
	30 Jul 71	1 Jul 74
	19 Oct 72	22 Nov 74
	5 Nov 74	present
	10 Jun 74	present
<u>Supply</u>		
(b) (6)	17 Jan 72	10 May 74
	30 Apr 74	present
	20 Jun 72	16 Jan 74
	15 Jan 73	present
	23 Dec 73	present
<u>Medical</u>		
(b) (6)	28 Jul 73	11 Jul 74
	8 Jul 74	present
<u>3-M Coordinator</u>		
(b) (6)	16 Jul 71	20 Mar 74



USS KANSAS CITY (AOR-3)
FPO SAN FRANCISCO 96601

111:SPM:kam
5750
01 Mar 1976

REPORT SYMBOL 5750-1

From: Commanding Officer, USS KANSAS CITY (AOR-3)
To: Director of Naval History (OP-09B9), Washington
Navy Yard, Washington, D. C. 20390

Subj: Command History 1975

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronological Order of Events
(2) Narrative History
(3) Documentary Annexes

1. In accordance with reference (a), enclosure (1)
thru (3) are forwarded.

R. R. Hansen
R. R. HANSEN

Copy to:
COMNAVSURFPAC

Chronological history of events during 1975

January 1975

- 1 Moored berth 1 India Basin, Sasebo, Japan,
in holiday leave and upkeep period.
- 5 Moved to Yokose Fuel pier, Sasebo, Japan
- 6 Moved to Ammo Anchorage Sasebo, Japan,
Underway for Yokosuka, Japan
Unrep Republic of Korea ship SEOUL (DD-92) (STBD)
Unrep Republic of Korea ship UNG-GO (ATD-83) (STBD)
- 7 Vertrep USS WHITE PLAINS (AFS-4)
Commenced alongside ship qualification trials (A-SQT)
Commenced surface track exercise with USS WHITE PLAINS
(AFS-4)
- 8 UNREP USS WHITE PLAINS (AFS-4) (PORT)
UNREP USS FREDERICK (LST-1184) (STBD)
UNREP USS DURHAM (LKA-114) (STBD)
- 9 Anchored ammo anchorage 12 Yokosuka, Japan
Moved to dry dock No. 6 Yokosuka, Japan
- 13 Underway for Hong Kong, BCC
UNREP USS MIDWAY (CVA-41) (PORT)
UNREP USS ROWEN (DD-782) (STBD)
UNREP USS BAUSEL (DD-845) (STBD)
- 14 UNREP USS ROWAN (DD-782) (STBD)
UNREP USS BAUSEL (DD-845) (STBD)
- 15 UNREP USS PYRO (AE-24) (STBD)
- 16 UNREP USS WORDEN (DLG-18) (PORT)
UNREP USS ROWAN (DD-782) (STBD)
UNREP USS BAUSEL (DD-845) (STBD)
- 17-18 UNREP USS MIDWAY (CVA-41) (PORT)
UNREP USS ROWAN (DD-782) (STBD)
- 19 UNREP USS WORDEN (DLG-18) (PORT)
- 21 CONSOL USNS TALUGA (TAO-62) (PORT)
UNREP USS OKLAHOMA CITY (CLG-5) (PORT)
- 22 UNREP USS KNOX (DE-1052) (STBD)
UNREP USS WHIPPLE (DE-1062) (STBD)
UNREP USS CORAL SEA (CVA-43) (PORT)
VERTREP USS CORAL SEA (CVA-43)
- 24 Anchored Ammo Anchorage 13 Hong Kong, BCC
- 31 Underway for Subic Bay, R.P.
UNREP USS HALEAKALA (AE-25) (PORT)

February 1975

- 1 CONSOL USNS TULUGA (TAO-62) (STBD)
UNREP USS VEGA (AF-59) (STBD)
- 2 Moored Alava Wharf berths 5&6 Naval Station
Subic Bay, R.P. Commenced RAV
- 7 Moved to Nabasan Wharf, U.S. Naval Magazine, Subic
Bay, R.P.
- 8 Underway for Subic Ops-Areas
UNREP USS JOHN PAUL JONES (DDG-32)
VERTREP USS MIDWAY (CVA-43)
- 9 Commenced towing exercise with USS ABNAKI (ATF-96)
UNREP USS WHITE PLAINS (AFS-4) (PORT)
- 10 UNREP USS STEIN (DE-1065) (STBD)
UNREP USS OKLAHOMA CITY (CLG-5) (PORT)
UNREP USS FLINT (AE-32) (STBD)
- 11 UNREP USS HALEAKALA (AE-25) (PORT)
UNREP USS MIDWAY (CVA-41) (PORT)
UNREP USS WORDEN (DLG-18) (STBD)
UNREP USS REASONER (DE-1063) (STBD)
UNREP USS GURKE (DD-783) (STBD)
UNREP USS JOHN PAUL JONES (DDG-32) (STBD)
UNREP USS ANDERSON (DD-786) (STBD)
VERTREP with USS MIDWAY (CVA-41)
- 13 UNREP USS CORAL SEA (CVA-43) (PORT)
UNREP USS GRIDLEY (DLG-21) (STBD)
UNREP USS LANG (DE-1060) (STBD)
UNREP USS MEYERKORD (DE-1058) (STBD)
UNREP USS COCHRANE (DDG-21) (STBD)
- 14 UNREP USS REASONER (DE-1063) (STBD)
UNREP USS ANDERSON (DD-786) (STBD)
UNREP USS MIDWAY (CVA-41) (PORT)
UNREP USS JOHN PAUL JONES (DDG-32)
UNREP USS GURKE (DD-783) (STBD)
- 16 Moored POL pier Subic Bay, R.P.
- 17 Underway Subic Ops-Areas
UNREP USS CORAL SEA (CVA-43) (PORT)
UNREP USS MEYERKORD (DE-1058) (STBD)
UNREP USS LANG (DE-1060) (STBD)
UNREP USS COCHRANE (DDG-21) (STBD)
UNREP USS GRIDLEY (DLG-21) (STBD)
- 18 UNREP USS GRIDLEY (DLG-21) (STBD)
UNREP USS LANG (DE-1060) (STBD)
- 19 UNREP USS CORAL SEA (CVA-43) (PORT)
UNREP USS COCHRANE (DDG-21) (STBD)
UNREP USS MEYERKORD (DE-1058) (STBD)
UNREP USS WHITE PLAINS (AFS-4) (STBD)
- 20 Moored Leyte pier, U.S. NAS Cubi Point, Subic Bay, R.P.

- 22 Moved to Alava Wharf, U.S. Naval Station, Subic Bay, R.P.
24 USS HENRY B. WILSON (DDG-7) collided while making her approach to Alava Wharf.

March 1975

- 5 Moved to POL pier, U.S. Naval Station, Subic Bay, R.P.
6 Moved to Nabasan Wharf, U.S. Naval Magazine, Subic Bay, R.P.
7 Moved to POL pier U.S. Naval Station, Subic Bay, R.P.
7 Moved to U.S. NSD pier, Subic Bay, R.P.
Underway for Pearl Harbor, Hawaii, USA
UNREP USS CORAL SEA (CVA-43) (PORT)
VERTREP USS CORAL SEA (CVA-43)
UNREP USS GRIDLEY (DLG-21) (STBD)
21 Moored U.S. Naval Station, Pearl Harbor, Oahu, Hawaii, USA
COMSERVPAC RADM BARRETT visited the ship
22 Underway for San Francisco, CA
28 Moored U.S. NAS Alameda, CA, pier 2S

April 1975

- 2 Shifted berths from U.S. Naval Air Station, Alameda, CA, to ammo anchorage #14, South San Francisco Bay for ammo offload.
4 Shifted from ammo anchorage to pier 2s U.S. Naval Air Station, Alameda, CA
29 Underway for Northern California Op-Areas

MAY 1975

- 1 UNREP USS ORISKANY (CVA-34) (PORT)
Commenced alongside ship qualification trials (A-SQT) with USS ORISKANY (CVA-34)
2 Moored pier 2S U.S. Naval Air Station, Alameda, CA
13 Underway for Northern California Op-areas
17 UNREP USS ENTERPRISE (CVAN-65) (PORT)
UNREP USS REASONER (DE-1063)
18 UNREP USS ENTERPRISE (CVAN-65) (PORT)
20 Anchored ammo anchorage #14, South San Francisco, CA for ammo offload.
22 Shifted from ammo anchorage to pier 2S U.S. Naval Air Station, Alameda, CA

June 1975

- 5 Underway for San Diego, CA
6 Moored to pier "J" U.S. NAS North Island, San Diego, CA
10 Underway for Southern California Op-Areas.

June 1975

- 11 Moored to fuel pier, berth 38, U.S. Naval Fuel Depot, San Diego, CA.
Commenced cleaning fuel tanks.
- 12 Shifted berths from #38 to #23 fuel pier, San Diego, CA.
- 25 Underway for NSC Oakland, CA.
- 26 Moored STBD side to pier "H" North, U.S. NSC, Oakland, CA.

July 1975

- 3 Shifted berths from U.S. Oakland to pier 2 South NAS Alameda, CA.
- 14 Moored Todd Shipyard Dry Dock MRV-1, Oakland, CA.
Commenced Dry Dock portion of ROH.

August 1975

- 1 Shifted from Dry Dock to pier 4 East, Todd Shipyard Oakland, Ca.
- 22 Shifted berths to Triple "A" shipyard, San Francisco, CA
Commenced ROH topside package.

September 1975

1-30 ROH

October 1975

- 7 RADM BURKE, USN, DEPSUPSHIP Navy Department boarded for visit.
- 8 Captain Hansen and Crew's representatives departed for Kansas City, Missouri, for Navy Birthday Celebration.

November 1975

1-30 ROH

December 1975

1-30 ROH

Narrative History of events during 1975

As 1975 began KANSAS CITY was enjoying a well-deserved holiday upkeep in Sasebo, Japan. On 6 January the ship was underway for Yokosuka, Japan, and UNREP operations enroute. Two of the UNREP's during this period were two destroyers of, Republic of Korea. After a brief stop in Yokosuka, from 9-12 January, KANSAS CITY put to sea enroute to Hong Kong, BCC. Upon completion of extensive UNREP operations enroute, KANSAS CITY anchored in Hong Kong Harbor on 24 January. One enjoyable week of R&R was to be spent in the "Pearl of the Orient".

31 January found KANSAS CITY at sea again enroute Subic Bay, R.P. for a brief stop for upkeep and cargo load. KANSAS CITY departed 8 February for local op-areas and participation in the second major exercise of the deployment, READDEX 1-75. The exercise simulated a break-out of general war in the WESTPAC theater. Nineteen ships plus shore-based aircraft were involved in the exercise from 11-14 February and during the operations twenty-three UNREPS were conducted.

After a one day fuel top-off in Subic, KANSAS CITY returned to the local op-areas for three more days of UNREP OPS. KANSAS CITY returned to Subic Bay 20 February for a final upkeep period prior to departure for CONUS.

One order of business during the upkeep period was a Human Relations Management Availability (HRAV) during which time seminars were conducted to prepare the Command Action Plan in support of the Navy's Human Relations Program. Finally on 7 March KANSAS CITY departed Subic Bay for return to the USA.

The highlight of the transit home was a brief one-day stop in Pearl Harbor 21 March. This would be KANSAS CITY's first stop in Hawaii, and the first chance COMSERVPAC, RADM BARRETT had to look at the ship. RADM BARRETT was extremely impressed with the condition and appearance of KANSAS CITY and its crew and commented that it had moved up to one of the "Five Best" ships in SERVPAC.

After this short, rewarding, and enjoyable one day look at Hawaii, KANSAS CITY departed on the last leg of her transit home to Alameda. KANSAS CITY returned to the San Francisco Bay on 28 March. It was a joyous homecoming, and a well-deserved leave and upkeep period lay ahead.

It seemed as if the ship had no sooner returned, and operations started again. KANSAS CITY kicked off EASTPAC operations with a four day stint in the Northern California op-areas with USS ORISKANY (CVA-34), 29 Apr-2May. Two weeks later KANSAS CITY departed home port again to rendezvous with USS ENTERPRISE (CVA-65) and offload BIG "E"'s ammunition to assist making her return from WESTPAC less complicated. After one week underway KANSAS CITY returned to Alameda 20 May for two weeks before her final operations prior to commencing overhaul.

KANSAS CITY started off the month of June by departing for San Diego and operations in the Southern-California op-areas. Upon completion of OPS, KANSAS CITY arrived in San Pedro, California for two weeks of fuel off-load and cleaning of fuel tanks in preparation for overhaul. A round-the-clock effort on the part of the POL team enabled the ship to depart for home ahead of schedule.

After a brief assist to USS WABASH (AOR-5) with an inport (A-SQT) KANSAS CITY turned to two final weeks of overhaul preps. The dry dock phase of overhaul commenced 14 July, and work was performed at Todd Shipyard in Alameda. KANSAS CITY departed Alameda on schedule to transit the Bay to San Francisco and the remaining portion scheduled for 40 weeks. AAA Machine Shop was to be "Home" for this 8 million dollars worth of alterations and repairs. The major efforts scheduled during overhaul were to be major alterations providing KANSAS CITY with helo capability, the NATO SEA-SPARROW Missile System, CHT (Collection-Holding-Transfer Tank for Sewage), Communications Reconfiguration for Sattelite Communications/Computer Processing, and a large habitability package.

The reward for all of the work in FY-75 culminated in the award of the departmental excellence awards in all possible areas: RED "E" for Engineering, BLUE "E" for Supply, and Crossed Anchors for Deck Seamanship. Additionally KANSAS CITY was selected as runner-up in the over-all battle-efficiency completion. All of the hard work and long hours, paid off for a crew that put KANSAS CITY at the top of the Service Force. This would be the last official act on the part of COMSERVPAC as SERVPAC was disestablished 1 July, and joined the Naval Surface Forces, Pacific Fleet.

The long tour in the shipyard will continue into 1976, our Bi-Centennial year. KANSAS CITY kicked off the Bi-Centennial celebration by sending a party, including the Commanding Officer, Chief Petty Officer of the Command, Command Career Counselor and two others to the city of KANSAS CITY, Missouri to celebrate the Navy's 200th birthday. All hands said farewell to 1975, a demanding year in WESTPAC and overhaul, and looked forward to 1976 and the challenges of the new operations we will eventually face.